

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

FLOODING OF VESSEL *JOANNE MARIE* *
NEAR NEW ORLEANS, LOUISIANA *
ON JUNE 25, 2023 *

Accident No.: DCA23FM037

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Interview of: HARVEY MABILE, Port Captain
Marquette Transportation

Via telephone

Wednesday,
July 19, 2023

APPEARANCES:

██████████, Investigator
U.S. Coast Guard, Sector New Orleans

DEREK JOHNSTON, Marine Accident Investigator
National Transportation Safety Board

DAVID REISMAN, Attorney
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KENDALL CHAUVIN, Executive Vice President
Marquette Transportation Company

ANDREW MCINTYRE, Vice President, Operations
Marquette Transportation Company

I N D E X

ITEM

PAGE

Interview of Harvey Mabile:

By [REDACTED]

4

By Mr. Johnston

14

I N T E R V I E W

1
2 MR. JOHNSTON: Thank you everybody for joining us. I'm Derek
3 Johnston, D-e-r-e-k J-o-h-n-s-t-o-n. I'm a marine accident
4 investigator with the National Transportation Safety Board.

5 [REDACTED] My name is [REDACTED], [REDACTED]
6 [REDACTED]. I'm an investigator at United States Coast Guard, Sector New
7 Orleans.

8 MR. MABILE: My name's Harvey Mabile, port captain for
9 Marquette Transportation. That's H-a-r-v-e-y M-a-b-i-l-e.

10 MR. REISMAN: I'm David Reisman, D-a-v-i-d R-e-i-s-m-a-n,
11 with Liskow and Lewis, L-i-s-k-o-w and Lewis, L-e-w-i-s, represent
12 Marquette.

13 MS. SHIFALO: Jessie Shifalo, J-e-s-s-i-e S-h-i-f-a-l-o, also
14 with Liskow and Lewis representing Marquette.

15 MR. CHAUVIN: Kendall Chauvin, K-e-n-d-a-l-l C-h-a-u-v-i-n,
16 Executive Vice President of Marquette.

17 MR. MCINTYRE: Andrew McIntyre, A-n-d-r-e-w M-c-I-n-t-y-r-e,
18 Vice President of Operations, Marquette.

19 MR. REISMAN: That's everybody in the room here.

20 MR. JOHNSTON: Okay.

INTERVIEW OF HARVEY MABILE

21
22 BY [REDACTED]

23 Q. So Mr. Harvey, if you would, can you please give me a
24 synopsis of what happened in your own words as far as the vessel
25 starting if you know previously what was going on with it all from

1 Friday when the vessel came off of the hired job that it was on to
2 the time it transited back to Bollinger Quick Repair, and then the
3 events after it was at Bollinger Quick Repair until we found the
4 vessel that Sunday morning.

5 A. Okay. Customer deactivated the boat (indiscernible) the
6 captain, the deckhand to bring it to the Bollinger Shipyard. I
7 was already in the Shipyard when the boat arrived. So I got with
8 the crew. We had a meeting about what to do, cleaning and
9 refrigerators, and what the wheelhouse is going to do, what the
10 captain's going to do, and what we're going to do in the engine
11 room. So once we started that, we finished everything in the
12 engine room, went upstairs, took out the trash, did everything
13 that we usually do, and departed the boat, bring the captain and
14 the deck crew to their vehicle, and I came back, and I finished
15 doing what I wanted to do it, and which made my round, and looked
16 at everything we did to make sure everything was good. That was
17 Friday.

18 Q. Okay.

19 A. So you want me to continue on to the next day?

20 Q. Yes sir, yeah.

21 A. So Saturday I had another boat in the yard that we was
22 crewing up, and we went shopping for supplies for it. And I came
23 back, and I made my rounds to the slip where I had some other
24 boats that was -- other guys that was washing. And went there and
25 looked in the boat, visually looked at it. Everything looked

1 good. Nothing out of the norm. Went there and left Saturday, and
2 thinking everything was good until the telephone call Sunday
3 morning. And left the house Sunday morning, and went over there,
4 found what we found.

5 Q. Okay. So the last job that the boat was on on Friday can you
6 give me a little bit of information about what that type of work
7 was and the location of it?

8 A. Yeah. It was out of Azalea Fleet. So what they was doing is
9 working ships and -- between CCI, working for CCI. So they
10 (indiscernible) with barges and back and forth (indiscernible) and
11 pull empties. So probably a routine thing for a fleet boat or
12 lunch bucket boat. So that's all they do is work the fleet.

13 Azalea Fleet they don't have an elevator so (indiscernible) barges
14 and pulling barges off ships, and working the fleet as directed.

15 Q. All right. After they left the jobsite did they do anything
16 in between leaving and coming back to Bollinger Quick Repair? I
17 know we had talked about previously they may have refueled or
18 taken on water or something of that nature.

19 A. Not that I'm aware of, no.

20 Q. Okay. All right. So then they tied up there Friday
21 afternoon. What time do you think? Just a rough estimation of
22 when the vessel tied up.

23 A. It was close to noon.

24 Q. To noon? Okay.

25 A. Um-hmm, yeah.

1 Q. All right. And from noon until the time when everyone
2 departed how long do you think that would be for the -- I know you
3 said there was cleanups and things to make sure the vessel was
4 good to go as far as being tied up over the weekend. How long a
5 timeframe do you think that was?

6 A. Probably 14 -- it was after, it was after 2:30. It was after
7 1430 somewhere around there. Because I came back to the boat it
8 was like 1515. I was only gone for like 45 minutes to an hour.

9 Q. Okay. So as far as the -- you say the -- you discussed with
10 the wheelhouse crew and the engine team who was going to have what
11 responsibility for securing the vessel and getting it ready to be
12 -- you guys call it just laid up or moored or is there a
13 particular term that you guys use for that?

14 A. Yeah. Deactivate but --

15 Q. Yeah. Okay. So what types of jobs were assigned then as far
16 as the deactivation when you talked with the, the crew? Who was
17 responsible for what duties?

18 A. Yeah. So I told the, I told the deckhand -- there's no
19 engineers onboard by the way --

20 Q. Okay.

21 A. -- I told the deckhand to go ahead and tidy up the engine
22 (indiscernible) and do that before -- take out the trash and bring
23 it upstairs out of the engine room, and start tidying up the
24 (indiscernible). Let me know if you need help. I'll be down
25 there to help them out later on, make a visual check on it, and,

1 and I'll be upstairs with the captain. So he did that. I went
2 upstairs. The captain closed the logs, we looked at the fuel
3 reading. He submitted it in the log, and submitted everything.
4 That way we can call IT and tell them to close out what they
5 needed to close out so we can start shutting the computer -- down.

6 Q. Okay.

7 A. So after we, after we did that, we talked about getting the
8 food out of the refrigerator, and cleaning up the refrigerator,
9 cleaning up the boat before it gets laid up.

10 Q. All right.

11 A. (Indiscernible).

12 Q. I'm sorry. I stepped on you there. I couldn't hear what you
13 said.

14 A. Yeah. I said I made a comment about boat getting laid up,
15 and I said, deactivated is more of the term that I use.

16 Q. Okay. All right. I know sometimes laid up has a whole
17 different meaning especially on our side. So the deckhand that
18 went down to take care of the engine room, tidy up, secure the
19 backings. So did at any point you go behind them to check the
20 shaft packing to see if it was secured or tightened --

21 A. Yeah. I personally put the wrench on the packing, and
22 tightened it up myself.

23 Q. Okay. All right. Can you refresh me? How many fasteners
24 are on each one of those packings, the packing glands?

25 A. Four.

1 Q. Do you recall --

2 A. -- four (indiscernible).

3 Q. All right. So is that common practice that you typically do
4 a -- deactivating vessels to take -- if it has that type of shaft
5 seal to take and tighten everything up?

6 A. Yes. It's best practice. Tighten everything up to no drip.

7 Q. Okay. To no drip. All right. What are some other types of
8 actions that you guys do as far as securing the vessel when you're
9 going to be deactivating it for a period of time? Is there any
10 other procedures or steps that you might follow?

11 A. No, not really. It's just basic, real basic tighten the
12 shafts up to no drip, make sure everything's good, and get the
13 guys off of there, and then just check, check the shipyard every
14 once in a while.

15 Q. Okay. And how do you know what to do to be able to get a
16 vessel ready to be deactivated?

17 A. Just past experience. I mean, I've been doing it for 10
18 years. I've been, you know, I'm not the only one, but I've been
19 involved with it for 10 years.

20 Q. All right. And so there's no checklist or anything like that
21 that you follow?

22 A. They had past checklist, and that's more memory. I don't
23 really type it up and go by check the boxes, but it's according to
24 memory that's what we do.

25 Q. Okay. All right. So you took and you secured everything as

1 far as the -- or the deckhand secured everything as far as the
2 engine room. You went down, you verified the shaft packing was
3 tight. At some point you secured the generators, and that's when
4 the vessel lost power? Am I understanding that correctly?

5 Secured the -- mains --

6 A. Yeah, we, yeah, we shut down the main engines, shut down the
7 generators after he was finished (indiscernible) the vessel, and
8 went back later.

9 Q. Okay. So from my experience just on Coast Guard vessels and
10 so forth we normally try to leave some sort of power on there for
11 emergency systems, vital systems. Is that something that you guys
12 normally do as far as deactivating a vessel? Do you normally have
13 any sort of power to it or is it just a completely dead ship and
14 that's normal operations?

15 A. It's pretty dead ship. When everything is good, everything's
16 pretty dead ship.

17 Q. Okay.

18 A. If I had any concerns I would have definitely addressed them.

19 Q. Okay. So at any point do you guys -- supply power to any of
20 the bilge pumps on the vessels that are in that area when they're,
21 when they're deactivated?

22 A. Yes, sometimes, yes.

23 Q. You do sometimes. Okay. So would there be a specific reason
24 for that or it's just --

25 A. On Monday morning I was going with, you know. Come Saturday

1 everything looked good. Sunday should have been everything fine
2 Sunday. And if I had any, anything whatsoever that would have
3 determined that this was going to happen, yeah, it would have been
4 a red flag, but just nothing, nothing at all.

5 Q. Okay. All right. So when you made your round on Saturday
6 did you go in the engine room, or did you just do a top side
7 visual around the vessel?

8 A. Just a visual.

9 Q. Just a visual. Okay. And is that normal operations?
10 There's no procedure or anything for you to take and go through
11 all the spaces on the vessel when it's tied up?

12 A. (No audible response.)

13 Q. Okay. All right. So then I think we spoke actually the
14 first thing Sunday morning when you were on your way. What time
15 did you initially arrive to the shipyard Sunday morning?

16 A. I'm not sure. I can't give you a correct time.

17 Q. Okay. So if you can just correct me if I have any of this
18 wrong. So after you arrived Sunday morning there was a plan in
19 place by Marquette contacted Fred Budwine, surveyor, he had come
20 out, and attempted to dewater the vessel. That proved to be
21 unsuccessful. You stopped the operation because the vessel
22 slipped a little bit, and actually sunk further. Then from that
23 point the determination was maybe use a heavy lift crane to take
24 and pick it up off the bottom. You did that. You were able to
25 dewater the vessel, let it sit back in the water on its own

1 without assistance of pumps for dewatering. And from that point
2 on the vessel floated without assistance. Is that correct?

3 A. Yes. I mean, at that point when that happened I was just
4 following the lead of Captain Andrew McIntyre.

5 Q. Okay. Sounds good. Okay. So as far as the, the vessel
6 sinking, have you heard from anybody as to the reason why it was
7 believed to be -- what caused it to sink?

8 A. Yeah. From what I understand it was a wire nut --

9 Q. Okay.

10 A. -- that was on (indiscernible).

11 Q. So with the wire nut being in the check valve, and the water
12 being able to come in through the hull fitting there on that port
13 side, there on that port quarter, is it normal for that vessel to
14 be about the, the draft that it was drawing at the time when it
15 sank?

16 A. Yes.

17 Q. Okay. So my estimation based off of the scum line that I saw
18 was about 9 foot 2 inches of draft. Do you know if that's pretty
19 close to normal for it?

20 A. I have no idea the draft, draft marks.

21 Q. Okay.

22 A. I'll take your word.

23 Q. All right. And is there anywhere in the operation of the
24 vessel where the crew or captain would be taking draft readings?

25 A. No.

1 Q. Okay. All right. So then as far as any work that was being
2 done to the vessel that would involve wire nuts on there, are you
3 aware of anything that happened previously in the past where they
4 may have been using wire nuts to secure wires or just have them
5 onboard in general?

6 A. No, sir.

7 Q. Okay. And I know you had said -- you mentioned that you've
8 been doing this for 10 years. Is that 10 years with Marquette or
9 is that 10 years' experience total?

10 A. I've been a port captain going on 10 years. So Marquette
11 operated their boats, I think, for two, two years.

12 Q. Okay. So I'm understanding that you've been operating boats
13 for Marquette for two years as well? Because I see your, your
14 credential comes back to 2011. Go ahead.

15 A. Yeah, about that.

16 Q. Okay. All right.

17 A. Sounds accurate.

18 Q. Okay. So based off of what you know as far as the reason
19 that it's believed that the vessel sank, is there anything that
20 you would do differently or recommend to be done to avoid this
21 from happening in the future?

22 A. The Marquette team is looking at it. We don't
23 (indiscernible) but we're looking at it, going to come up with
24 some game plan.

25 Q. Okay. But in your own words, would you have any like

1 suggestions or recommendations? And the reason why I'm asking
2 this is part of our investigation for the Coast Guard side I'm
3 going to have to take (indiscernible) would be future events that
4 would occur to prevent this from happening again. So that's just
5 why I'm asking you from your experience as far as being on the
6 vessels and, and knowing them firsthand if there's anything that
7 you would, you would recommend or change from your own?

8 A. No. I think we've talked about adding another check valve,
9 but that's about it.

10 Q. Okay, all right. Awesome. If there anything that you would
11 like to add?

12 A. No, sir. Pretty cut and dry.

13 Q. Okay. Awesome. I certainly appreciate your information.

14 [REDACTED] Derek, what questions do you have?

15 MR. JOHNSTON: Sure.

16 BY MR. JOHNSTON:

17 Q. Good morning, sir. I just want to add on to what [REDACTED] is
18 saying. Got a few follow-ups. So how are -- can you remind me
19 how were you alerted on Sunday to the, to the event?

20 A. I think my first call was from the port captain that was on
21 duty.

22 Q. Okay.

23 A. And I got another telephone call from some guy was on a boat
24 right across from the canal. So I was already enroute by then.

25 Q. The port captain that was on duty he's a port captain with

1 Marquette?

2 A. Yes.

3 Q. And what's your, what's your rotation like as far as like on
4 and off duty?

5 A. On-call is every six weeks. It's (indiscernible) the
6 weekends every week.

7 Q. Right. And so he was on call for that weekend, the one that
8 called you?

9 A. Yes, sir.

10 Q. Okay. Were there any, were there any known maintenance
11 problems with the *Joanne Marie* that kind of were ongoing that you
12 guys were addressing?

13 A. No, not at all (indiscernible) vessel (indiscernible).

14 Q. What's your -- what was your assessment of the condition of
15 the boat on Friday when you took it in and deactivated it from the
16 crew?

17 A. It was pretty clean for a fleet boat. I mean, these guys go
18 home every night and every day, and the work 12-hour days. So
19 it's -- the vessel was really taken care of. We had a bottom deck
20 campaign that was going on. Everything looks great. The boat was
21 fantastic.

22 Q. Was there any other work being -- that was being completed
23 onboard the vessel on Friday that was not involved with
24 deactivating the vessel?

25 A. No, sir.

1 Q. Okay. And you mentioned right up front you said -- I may
2 have misheard you, but you said the customer deactivated the
3 vessel. What does that mean?

4 A. Yeah, well, the -- each vessel have a contract for the
5 fleeting, and CCI was the contract. So they exercised their
6 freedom to deactivate the boats (indiscernible).

7 Q. So just, I apologize for my misunderstanding. So in this, in
8 this case deactivate has a different meaning than when Marquette
9 personnel would deactivate a boat when it's being tied up?

10 A. More or less. I mean it's -- they did it because business is
11 slow. It didn't go in the shipyard because of a problem or
12 maintenance. It just went in because the work was slow for CCI.

13 Q. So when a customer deactivates it just means they're not
14 going to be using the services of the boat?

15 A. Correct.

16 Q. Okay. I'm just trying to differentiate between when you say
17 deactivate a boat meaning put it in a condition so you can depart
18 for the day, and the deactivate for the job. I understand now.
19 Thank you.

20 A. Okay.

21 Q. Just so the, the process of deactivating is there anything
22 captured in the logbook for the deactivation?

23 A. They just put, they just put in the -- arrived at the
24 shipyard, that's it. That's all they did.

25 Q. And do they log anything before they depart the vessel?

1 A. It was -- he was instructed, and which they always do it,
2 they put their, their fuel in.

3 Q. Do you recall what the fuel reading was when it was left on
4 Friday?

5 A. No, sir, I don't.

6 Q. Do you know if the vessel took on any, any water when it --
7 before it showed up?

8 A. No, sir.

9 Q. So for the deactivation procedure I know you mentioned that
10 there used to be a checklist. Is it not used anymore just because
11 over time you've kind of, you've kind of memorized basically what
12 needs to be done?

13 A. Yes, sir.

14 Q. Did you when you first started with Marquette, did you
15 receive any training on the deactivation process?

16 A. Training, no.

17 Q. How did you learn what steps to take when deactivating a
18 boat?

19 A. Well, we have a, we have a policy that's black and white. We
20 just go by it, use it as a guideline.

21 Q. Can you recall what's in the policy? What does it, what does
22 it talk about?

23 A. Just what you do, cleaning rooms, bathrooms, pick up trash,
24 you know, make sure everything's fine. I can't remember word-for-
25 word but --

- 1 Q. Of course.
- 2 A. -- it's, you know --
- 3 Q. Is it --
- 4 A. -- basic.
- 5 Q. Is it primarily focused on housekeeping items or is there
6 specific items that address the configuration of onboard systems
7 that need to be attended to before -- while deactivating the boat?
- 8 A. So you just want to know what they were supposed to do or
9 what's in the policy?
- 10 Q. Well, I don't expect you to be able to recite the policy. I
11 just, I kind of want to just get a feel for what the deactivation
12 process entails. I understand it's clean up around the boat,
13 taking out the trash. Is there any specifics on the systems
14 onboard the vessel as far as obviously tightening the shaft seals?
15 Is there anything else that's more specific that -- to that
16 mechanically or electrically?
- 17 A. No. It's just basically tightening up the shaft seals and
18 shutting the generator down, and make sure everything's good.
- 19 Q. Okay. And for the pump that pumps out the coffer dam that
20 goes through the through hole off the side, other than the check
21 valve are there any other valves on that line between the pump and
22 the through hole?
- 23 A. Is there any other pumps or another valve?
- 24 Q. I'm sorry. Are there any other valves?
- 25 A. Well, one valve (indiscernible).

- 1 Q. Is it -- what type of valve is it; do you know?
- 2 A. Quick valve, quick shutoff valve, one lever shutoff valve.
- 3 Q. Okay. Is that valve typically left in the open or closed
4 position when the boat is deactivated?
- 5 A. Open.
- 6 Q. Okay. Have you ever closed that valve when deactivating a
7 vessel?
- 8 A. No, sir.
- 9 Q. So for going to the rounds of the vessel when you're on duty
10 on the weekends you conduct the rounds of the vessels?
- 11 A. When I'm on, when I'm on duty for the weekend, no, sir, I
12 don't.
- 13 Q. Okay. I'm sorry. So when the rounds are conducted how often
14 are the rounds conducted on the, on the vessels?
- 15 A. It depends who is over there. I mean, it's not necessarily
16 me all the time, you know.
- 17 Q. Okay. What are you looking for when you conduct a round of
18 the vessel?
- 19 A. Just to make sure it isn't taking on water. Making sure that
20 everything's good.
- 21 Q. Okay.
- 22 A. Nothing out of the norm.
- 23 Q. Are there any records kept noting conditions, any
24 measurements that are like draft marks or anything that's written
25 down when you conduct a round?

1 A. No, sir.

2 MR. JOHNSTON: I think that's all the questions I have.

3 Again, thank you for meeting with us.

4 [REDACTED] do you have anything else?

5 [REDACTED] No, sir. I don't believe I have any more
6 questions. I certainly appreciate your time. Been very helpful.

7 MR. MABILE: You're welcome.

8 [REDACTED] So with that is there anyone that has any other
9 questions for either of us, Derek or myself?

10 UNIDENTIFIED SPEAKER: Not from our end, no.

11 [REDACTED] Okay. Awesome. Well, if you're all through
12 Derek, I'll go ahead and mark the time. So I've got 11:33 by my
13 watch, and it is 19 July 2023, and we'll go ahead and stop
14 recording at this time.

15 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

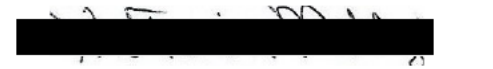
IN THE MATTER OF: FLOODING OF VESSEL *JOANNE MARIE*
NEAR NEW ORLEANS, LOUISIANA
ON JUNE 25, 2023
Interview of Harvey Mabile

ACCIDENT NO.: DCA23FM037

PLACE: via telephone

DATE: July 19, 2023

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Katherine Motley
Transcriber